

HIGHLY IMPORTANT NEWS.

Arrival of the North American at Father Point and City of Baltimore off Cape Race.

Terrific Explosion on Board the Great Eastern.

Bursting of a Funnel Feed Pipe.

Five Men Killed, One Drowned and Six Seriously Injured.

Miraculous Escape of the Passengers.

Interior of the Ship Much Damaged.

Immense Strength of the Steamer.

Highly Important from China.

Attempted Visit of the Allied Ministers to Peking.

The Fleets Attacked in the Peiho by the Chinese.

Nineteen Allied Vessels Routed.

Five English Gunboats Lost.

Four Hundred and Seventy-Eight Europeans Killed and Wounded.

Admiral Hope, R.N., Severely Wounded.

The American Minister at Peking.

The Zurich Conferences at an End.

Exclusion of the Bourbon Dynasty from Parma.

Fortification of French Towns.

Leopold of Belgium Visits Napoleon.

Triumph of the Trade "Strikers" in London.

A New Reform Agitation.

News from India, Australia and Morocco.

French Troops Attacked by Moorish Soldiers.

The Markets.

THE LATEST.

Secondly, a stand pipe, which acts as a safety valve, had in it a tap when the casing was hydraulically tested, and that tap was turned, apparently intentionally, so that the pipe was useless.

The inquest was adjourned till the 17th. Prior to the accident the performance of the vessel was most satisfactory, and she was almost without motion while large vessels in her vicinity were pitching and tossing in a stormy sea.

A survey of the vessel had been held, and estimates made in to forthwith repair the damage at a cost of not more than \$5,000, the injury being far less considerable than was at first supposed.

Little if any delay would take place in the departure of the ship on her first voyage, but a rumor prevailed that she would not proceed to Holyhead, but sail direct from Portland.

The accident caused a slight decline in the shares of the company, but did not influence the general confidence in the ship.

The Allied Plenipotentiaries go up the Peiho for the Barrier Forts—Chinese Masked Batteries Opened on the English Fleet—A Hard Battle and the Allies in Retreat—Five English Gunboats Lost, and Four Hundred and Sixty-Four Men Killed and Wounded—Fourteen Frenchmen Killed and Wounded—The Plenipotentiaries Again at Shanghai—The United States Minister Reported in Peking—The English Land, and are Shot Down as They Do—Gallant Conduct, but of No Avail—Admiral Hope and Many of His Officers Wounded—The Americans in Action, &c., &c.

Highly important, but meagre despatches, in anticipation of the arrival of the China mail, had reached England. The following despatch had been published by the government:—

as heavy a covering fire as they possibly could. The enemy's fire continued so heavy and the mud on landing being up to the knees, and sometimes to the waist, that out of one thousand men who landed barely one hundred reached the first of the three wide and deep ditches, which, after some five hundred yards of wading through the mud, presented themselves.

Of the gallant few who got through the mud difficulties scarcely twenty had been able to keep their rifles or ammunition dry. Nevertheless they boldly faced the ditches and some fifty of them, including a crowd of officers, succeeded in getting as far as the third ditch. They would certainly have made a good attempt to scale the walls, but their ladders had either been broken by shot or had stuck in the mud. With the one ladder, however, which remained, ten devoted men sprang forward, three of whom were immediately shot dead and five wounded severely. A vertical fire of arrows, as well as a constant fusillade, was kept up on the select band who now crowded in the ditch waiting, but in vain, for reinforcements.

Orders were at last given to retire, and in effecting the retreat probably more lives were lost than in advancing, as the Chinese by means of blue lights discovered the position of the men, and shot them down like birds. Many boats had also been smashed by shot, and there were not enough to take off the survivors.

Several boats full of wounded were struck by the balls and swamped. The belief was universal throughout the squadron that Europeans manned the batteries as well as the Chinese. Men in gray coats, with closely cropped hair and Russian features, were distinctly visible. The whole of the fortifications were evidently of European design.

The total number of killed and wounded on the side of the British was 464. The French had four killed and ten wounded. Of the Marine brigade one officer was killed and fifteen wounded; of the non-commissioned officers and men 27 were killed and 127 wounded.

Admiral Hope was severely wounded, as also were several other prominent officers. Some of the wounds are said to have been inflicted by Minnie balls.

The Americans towed up several boats into action, and after the action took out to their respective ships a number of men. To enable our readers to have a clearer idea of the news from China we republish from the HERALD the following intelligence received by the previous overland mail:—

the inhabitants of those provinces which have taken part in the war. For the erection of a monument to perpetuate the names of those patriots who have died for their country since 1848.

The National Assembly of Romagna had decreed that all those who have goods in the Romagna, from the 12th of June to the present time, have deserved well of their country.

Also, the ratification of the title and authority of Ciriaco as Governor General, with responsible Ministers, and that Ciriaco be charged to co-operate energetically for the accomplishment of the wishes of the Assembly to procure a more intimate union with the other provinces of Central Italy.

The London Herald's Paris correspondent states that Victor Emmanuel is disbanding his army, but the men are supplied with passports for Tuscany and Modena, where they will swell the army of Central Italy.

NEW REFORM MOVEMENT IN ENGLAND. A new reform movement had been commenced in England. Mr. Cobden, and other reformers, had had meetings, at which it was resolved that Branch Financial Reform Associations should be established in the principal towns, and that lectures should be given so far as to prepare the way for an organized Parliamentary attack upon the system at present in vogue.

FRANCE. The Emperor and Empress had gone to Biarritz. The King of the Belgians passed through Toulouse on the 12th for Biarritz, where he would arrive on the 13th or 14th. He was expected to remain three or four days. The object of his journey was supposed to have reference to the difficulty subsisting between France and Austria.

The French papers announce that the special agent who was sent by the French government on a secret mission to India had presented a report to Count Walewski, giving a very gloomy picture of the situation of India.

of public confidence in the resources of the country and the vigor of the government was never presented. The suspension is announced of H. W. Duncker, of Hamburg, with considerable liabilities; also of J. B. Kempe, of St. Petersburg, for a large amount.

The London Times city article, under date of Tuesday evening, says that the funds exhibited singular strength, and any slight decline that took place was only temporary. The market closed firm at 95 1/2 a 95 1/4 for consols. The demand for money was moderate, and the minimum rate was about 2 1/2 per cent. £18,000 in gold was sent into the bank on Tuesday.

LIVERPOOL COTTON MARKET. The sales of cotton in the Liverpool market for the three days added up 18,660 bales, of which 1,000 was speculators and 2,500 to exporters. The market closed dull at easier but not quite lower prices. Some authorities, however, quote a decline of 1-16d.

STATS OF TRADE IN MANCHESTER. The advices from Manchester continuing favorable, the market being quiet but firm.

LIVERPOOL PROVISION MARKET. Beef was steady. Pork was firm, owing probably to the renewal of the Chinese war. Bacon firm, but quiet. Lard dull and inactive. Tallow 6s. 6d. a 5s.

LIVERPOOL PRODUCE MARKET. Sugar quiet. Ashes dull. Potatoes 2s. 3d. a 2s. 6d.; pearl firm. Coffee buoyant. Rice heavy. Rasin firm at 4s. for common. Spirits turpentine firm at 36s. 6d.

LONDON MARKETS. Breadstuffs dull but steady. Unsettled and excited owing to the Chinese affairs. Common cotton had advanced 1/4d. a 2d., and was commanding 1s. 4d. a 1s. 4 1/2d. Sugar heavy, with a decline of 1/4d. a 1s. in the inferior grades. Coffee steady. Tallow steady at 57s. 3d. Lard sold at 28s. 6d.

Arrival of the United States Steam Sloop-of-War Brooklyn. The United States steam sloop-of-war Brooklyn, Captain D. G. Farragut commanding, arrived at this port yesterday from a trial trip, having been absent nearly eight months.

She left New York February 5, 1859, bound for the Gulf of Mexico, and on her passage out stopped at the ports of Puerto Rico, C. P., San Antonio, Aux Cayes, Aspinwall, Porto Bello, Tampico, Minatitlan, Mexico, Vera Cruz.

Upon her arrival at the latter port the United States Minister to Mexico, Mr. McLane, and some of his staff, were on board, and in the presence of his diplomatic negotiations with that government the Brooklyn was constantly employed in conveying him from port to port, as occasion required. Having obtained leave of absence to visit the United States, Mr. McLane took passage in the Brooklyn from Vera Cruz on Saturday 1st, arriving at Mobile Bay on the 8th, from whence she proceeded on the following day to Pensacola, to fill up with wood, water, coal, provisions and other stores.

Having received the necessary orders to return to the North, the Brooklyn left Pensacola on the 16th, and the next day, in lat. 28 10, lon. 86 50, fell in with the wreck of the Wash, of the United States Navy, which was wrecked on Pensacola, loaded with lumber, and bound to Havana, with a cargo of sugar, and a crew of 100 men. She was driven on shore by a heavy sea, and her deck was stove in, and she was obliged to be run aground. She was then abandoned, and her crew were rescued. The wreck was a total loss, and the crew were scattered over the island. The Brooklyn was on the spot for several days, and her crew were engaged in recovering the bodies of the crew, and in rigging up a temporary shelter for the survivors. The weather was very stormy, and the sea was very high. The Brooklyn was on the spot for several days, and her crew were engaged in recovering the bodies of the crew, and in rigging up a temporary shelter for the survivors.

ONE DAY'S LATER NEWS. THE NEWS BY THE CITY OF BALTIMORE OFF CAPE RACE. St. John, N. F., Sept. 24, 1859. The steamship City of Baltimore, from Liverpool 14th, via Queenstown morning of the 15th inst., passed Cape Race at 5.30 P. M. yesterday, and will be due in New York on Tuesday next.

The news was obtained by the news yacht of the Associated Press, and embraces intelligence from England to the morning of the 16th. The government despatches say that the English at Peiho had the flag ship Chesapeake, six large steamers and ten gun boats, and the French had a frigate and a steamer.

The London Times says it must be nearly a year before anything decisive is attempted, owing to the insufficiency of the forces. It was supposed that there will not be any interruption to the China trade. Scott Russell undertakes to have the Great Eastern ready for sea in three weeks. The Doncaster St. Leger was won by Gamster, Defender was second and Magnus third. Eleven horses ran. The ships Locknow and Signadam were damaged by the fire at Calcutta. The ship Cleland had run ashore at Molmein, but had been got off. The ship Sabine, from Manila for Sydney, had been wrecked on the coast of Borneo. The crew were supposed to have been saved. The steamship Saxonia, from New York, arrived at Southampton on the 14th.